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2. Steel Cutters

Of the 62 vessels for which 1954 orders have been received, 60 have already been included in the [1954] Economic Plan. They are to be built by the VEB Shipyard at Oderberg, the VEB Shipyard at Fuerstenberg, the VEB Yacht Yard [in Berlin], and [the VEB "Edgar Andre" Shipyard at] Rothersee. The other two vessels can be built if preliminary work on the 1955 program is delayed. The 1955 plan calls for 60 vessels, 20 to be built by the VEB Shipyard at Oderberg and 40 by the VEB Shipyard at Fuerstenberg and by the VEB Yacht Yard. As soon as a bid is received from Oderberg, the export orders will be given out. For 1956, and presumably also for subsequent years, a figure of 60 vessels per year has been mentioned.

3. Luggers

a. Fishing Luggers

The VEB People's Shipyard at Stralsund is to deliver 66 ships for export during 1954, including one left over from the 1953 plan. A request has been submitted to have the number increased by 15. The Main Administration has told the DIA that an increase of seven will be permissible, providing tankers do not have to be delivered and providing the over-all materials supply situation will permit.

A figure of 120 luggers has now been mentioned for 1955 instead of the original 70. Four or five of these are to be equipped as training ships. It is planned that all 120 be built by the VEB People's Shipyard at Stralsund. Export orders for 70 of them are on hand. It is desired that the vessels be equipped with 400-horsepower engines. The Main Administration will have to determine how many such engines are available; it will then be decided how many of the ships will have 300-horsepower engines and how many will have 400-horsepower engines.

According to the DIA point of view, it may be assumed that 120 vessels will be built in 1956 and the same number in each succeeding year.

b. Refrigerator Ships

In 1954, [the VEB "Elbe" Shipyard in] Boizenburg will deliver the remaining 14 refrigerator ships of the series of 20. The VEB Shipyard in Rosslau is to deliver six additional refrigerator ships. Twenty refrigerator ships are to be delivered in 1955 and the same number in 1956. Export orders for 1955 are on hand. All ships to be delivered by the Rosslau yard are to be outfitted with fishing equipment.

4. Trawlers

In 1954, nine fishing vessels are to be built. Five more are planned for 1955.

5. Type I Freighters and Coastal Motorships

In 1954, one Type I freighter is to be built by the VEB "Matthias Thesen" Shipyard [in Wismar], and one coastal motorship is to be built by the VEB Peene Shipyard [in Wolgast]. In 1955, the Peene yard is to complete the five coastal motorships carried over [from the 1954 plan].

- 2 -

S-E-C-R-E-T
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S-E-C-R-E-T
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6. 3,000-Ton Freighters

In 1954, 11 vessels are to be delivered, with a total of 760 percent work completion. [Figure represents the total of the percentage completion figures for the individual ships. This may mean advance work totaling 340 percent has already been completed on those vessels.] Seven of these are to be exported to the USSR, two are for the GDR, and two are provisionally designated for the People's Republic of China.

Six vessels were originally planned for export in 1955 to the USSR but, according to the most recent request, ten are to be delivered to the USSR, including the two originally designated for China, which are to constitute an advance delivery. One ship for Bulgaria is also planned, making a total of 11 for 1955. The People's Republic of China will withdraw its order. No investment funds are available so far to cover any vessels for the GDR.

The USSR wants ten more vessels in 1956. A study will have to be made, and it will have to be decided on the basis of the bid which ship [of the series] will be the first to be diesel-powered.

7. Ore Carriers

The order for two vessels for delivery in 1955 is not being canceled although, apparently, construction cannot be started because some of the specifications still have to be straightened out. Final delivery dates for these ships and for other orders will be determined after clarification of the specifications. At present, no deliveries are planned for 1955.

8. Freighters, Type IV

The first two ships to be started in 1954 are planned for the GDR. One ship is to be delivered in 1956 for export to Bulgaria. According to the proposed control figure for 1955, the fourth ship is to be started this year [1955?] although the consignee has not yet been determined.

9. Seagoing Passenger Ship, 300/300

The order for one ship to be delivered in 1955 is not being canceled although, apparently, construction cannot be started in 1954 because the specifications are not definitely determined. No delivery date can be set and no advance plans can be made until the specifications are definite. The VEB "Mathias Thesen" Shipyard in Wismar is to build the vessel.

10. Lugger-Class Passenger Ships

The plan for the VEB People's Shipyard for 1954 includes 47 percent advance work on five passenger vessels to be delivered in 1955. The consignee now wants eight more vessels, to be delivered in 1955. Since the number of fishing luggers to be built has also been increased, it will be necessary to shift part of the work to another shipyard. The matter is to be studied and recommendations are to be made.

11. Lugger-Class Tankers

As already mentioned in the discussion of fishing luggers, delivery of tankers will not be made until 1955. This work will also have to be shifted from the VEB People's Shipyard to some other yard.

- 3 -

S-E-C-R-E-T
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S-E-C-R-E-T
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50X1-HUM

12. Inland Passenger Ships

a. 95-Meter Ships

These ships are to be built by the VEB "Mathias Thesen" Shipyard in Wismar. Under the Economic Plan, three ships (No 1-3 of the series) are to be delivered in 1954 and three more (No 4-6 of the series) in 1955; these vessels are covered by export orders. Additional advance work must be planned for in 1955, since three more ships of the same type are to be delivered in 1956. Starting with the tenth ship in the series, it is expected that a new design will be adopted. The number of ships to be built in succeeding years cannot now be predicted.

b. 65-Meter Ships

These ships are to be built by the VEB Warnow Shipyard in Warnemuende. Of the seven now included in the [1954] Economic Plan, six are covered by orders. The seventh can also be delivered in 1954 if delivery is made by 30 September. The necessary steps are to be taken to ensure this, since this vessel is included in the supplemental [trade] agreement. Three vessels are planned for 1955 and three for 1956. To ensure economical production in a single series, the Main Administration is going to recommend that these six vessels be delivered in 1956.

c. 43-Meter Ships

These vessels are to be built by the Rothersee yard. The Economic Plan provides for delivery of seven vessels in 1954 (through No 10 in the series). The export order calls for six vessels in 1954 (through No 9 in the series) and three in 1955. If ship No 10 can be delivered in September, it may be expected that the export order will be increased in the form of a supplemental order for 1954.

13. Special Ships

a. Icebreakers, 500 Horsepower

It was planned that 90 percent advance work would be done on these ships in 1954 at the Rossau yard. However, to relieve Rossau, construction of these vessels is going to be transferred to the VEB "Ernst Thaelmann" Shipyard in Brandenburg, for construction at the Plawe works, although the designs will be kept [at Rossau?].

b. Freezer Ships

In view of the order for 20 ships for 1954 and the proposed control figure of 25 ships for 1955, the Economic Plan [for 1954] for the Boizenburg yard includes 20 ships with a total work completion of 2,547 percent [presumably means 20 completed vessels plus advance work on the program for 1955]. Export orders for 1954 have already been assigned. In accordance with the consignee's want list, 25 more vessels are to be offered for 1956.

c. Fireboats, 18 Meters

The plan for the VEB Yacht Yard includes two fireboats but, so far, the DIA has not provided any orders for them. Unless an order is received by 15 May 1954, this program will have to be canceled.

- 4 -

S-E-C-R-E-T
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S-E-C-R-E-T
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d. Seiner-Tugs

These ships are to be built by the Rothersee yard. The 1954 plan includes ten vessels, which corresponds to the number ordered. The 1955 plan calls for ten more, and the same figure is mentioned for succeeding years.

e. Salvage Vessels

In 1954, there is a carry-over [into 1955] of four vessels. These vessels are not mentioned in the proposed control figure for 1955. According to the latest information from the DIA, a total of seven vessels are wanted in 1955 and 1956. After an investigation has been made of the possibilities of getting the engines and of accomplishing the construction work, a bid will be submitted. The goal is to produce four vessels in 1955 and three in 1956.

f. Whaling Ships

The control figure proposed by the Main Administration provides for the construction [in 1954] at the VEB "Neptun" Shipyard in Rostock of one whaling ship, with a total of 400 percent work completion on a series of five vessels. So far, no order has been received for the design work for these vessels, although the Design Office in Warnemuende has already started work on designing them.

The DIA has no information as yet concerning future orders.

g. Danube Tugs

The VEB Shipyard in Rossau has received an order to submit a bid to Bulgaria for one 1,100-horsepower tug and one 2,200-horsepower tug. These vessels are to be delivered in 1955 and 1956 [respectively].

h. Other Tugs

Bulgaria wants a combination tug and icebreaker, of about 1,000 horsepower, and a seagoing tug with a 500 to 600-horsepower engine. These vessels are included in the long-term trade agreement for 1955 and 1956. The Main Administration will decide which shipyard is to submit bids.

14. Motor Cargo Ships

The VEB Shipyard in Rossau is to build ten of these vessels in 1954. A figure of ten per year has been mentioned for succeeding years. The Main Administration plans to have them built by the Rothersee yard.

15. Dredgers

The 1954 plan of the VEB Shipyard in Rossau includes six vessels of this type. According to the latest information from the DIA, only four will be required. The remaining two will be carried over into 1955, and these two, plus two more, will make up the total of four now mentioned in the export plan for 1955. This figure of four does not include the dredger planned for delivery to Poland; so that a total of five will be delivered in 1955. There is no information on hand regarding requirements in succeeding years.

- 5 -

S-E-C-R-E-T
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~~S-E-C-R-E-T~~
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16. Pontoons for Floating Cranes

A special report will be made regarding these.

17. Floating Docks

The VEB "Mathias Thesen" Shipyard is to deliver two floating docks in 1954. Orders have been placed for three more to be delivered in 1955, in agreement with the proposed control figure. The consignee would like to get five in 1955. The "Mathias Thesen" yard has already submitted a bid for the additional docks.

18. Floating Pile Drivers

The Economic Plan for 1954 includes 25 pile drivers, corresponding to the original order. The number was reduced to 17, but since then a supplemental order for eight has restored the original figure. The entire original order called for delivery of 40 to the USSR; the remaining 15 are to be delivered in 1955.

The [VEB Shipyard in] Neuburg can deliver five more in 1955 and, in addition, can undertake advance work of 400 percent. Therefore, a bid has been submitted to the DIA for five additional pile drivers, and it has been requested that a guarantee be given that funds will be available to cover the 1956 production.

50X1-HUM

- 6 -

~~S-E-C-R-E-T~~
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